

To-day's
Advertisements.

THEATRE ROYAL.

BOXING TOURNAMENT.

(Open, to All-Comers, to decide the Best of the Championships).

TO-NIGHT and TO-MORROW,
1ST and 2ND MARCH.Under the Management of
Mr. C. T. ROBINSON.

VALUE OF PRIZES, OVER \$2,000.

GIGANTIC ENTRIES.

PROGRAMME

FIRST SERIES.

16-BOUNTS-16

SEE

POSTERS

AND

HAND BILLS.

BOOK SEATS EARLY.

LATE TRAM and LAUNCH will leave
1 hour after Each Performance.POPULAR PRICES.
STAGE RESERVED SEATS.....\$10 Season.
Do. Do.\$5 per Night.
DRESS CIRCLE\$5 and \$2.
PIT\$1.BOX PLAN NOW OPEN AT
ROBINSON PIANO CO.
Hongkong, 25th February, 1901. [154c]HARMSTON'S
CIRCUS

AND

ROYAL MENAGERIE.

TO-NIGHT! TO-NIGHT!!
POSITIVELY LAST 2 NIGHTS.
POSITIVELY LAST 2 NIGHTS.IMMENSE SUCCESS OF THE AMA-
TEUR RIDERS. THE DAYS OF
ANCIENT ROME REVIVED.

ALL THE GREAT ARTISTES.

FAREWELL MATINEE.

SATURDAY AFTERNOON, MARCH 2ND.

AMATEUR RIDING CONTEST.

(Open to all).

And a well known Sailor of H.M. Service
will Enter the Tiger's Den.Box Office Plan—ROBINSON PIANO CO.,
Queen's Road.

POPULAR PRICES.

SOLDIERS and SAILORS of ALL NA-
TIONALITIES admitted to CHAIRS and
STALLS HALF-PRICE.ROBERT LOVE.....Manager.
Col. CHAS. B. HICKS.....Representative.
Hongkong, 1st March, 1901. [64c]

GRAND CONCERT.

A CONCERT OF INSTRUMENTAL
MUSIC will be given by the Band of
the German Flagship *Hansa*, Assisted by
Amateurs, inST. ANDREW'S HALL,
City Hall Buildings,on
MONDAY, the 4th MARCH,
Commencing at 9 p.m.Tickets, \$2 each, may be had at the City
Hall.
Hongkong, 1st March, 1901. [275c]THEATRE ROYAL.
CITY HALL.

THREE NIGHTS ONLY!

MONDAY, TUESDAY & WEDNESDAY,
the 4th, 5th and 6th March.

BERTRAM THE GREAT.

FIRST appearance in Hongkong of the
Royal and Imperial Court Magician,
who has been specially commended on three
several occasions to appear beforeH. M. THE QUEEN, EMPRESS OF
INDIA,
At Windsor Castle, and has been summoned
on twenty-three occasionsH. M. KING EDWARD THE VII.
To perform at Marlborough House, in
Sandringham.MR. CHARLES BERTRAM,
Who has been acknowledged in Great Britain,
the British Colonies, and the United States
to beTHE PREMIER CONJUROR OF
THE AGE.Doors Open 8.30; performance 9.30 p.m.
Admission \$2, \$1, 50c.Military and Navy in Uniform Half Price to
second and back seats only.Box Plan at ROBINSON PIANO CO.
Hongkong, 1st March, 1901. [274c]To-day's
Advertisements.HONGKONG JOCKEY CLUB.
THE "OFF DAYS" RACES will take
place TO-MORROW (SATURDAY),
the 2nd instant, commencing at 2 o'clock.
The First Saddling Bell will be run at
1.30 P.M.
By Order,
T. F. HOUGH,
Clerk of the Course. [267c]HONGKONG RIFLE ASSOCIATION.
SHORT RANGE CUP & SPOONS.
THERE will be a COMPETITION for the
above TO-MORROW, the 2nd instant,
at 2.45 P.M.
RANGES.—200, 500 and 600 yards.
Hon. Secretary,
MOWBRAY S. NORTHCOTE,
Hongkong, 1st March, 1901. [43c]NAVY CONTRACTS,
1901-1902.
SEALED TENDERS, in Duplicate will be
received by the DY. VICTUALLING STORE
OFFICER, H.M. VICTUALLING YARD, until
NOON, on TUESDAY, the 12th MARCH, for the
Undermentioned Articles:—
Biscuit, Rice 1st, Patna,
Soft Bread, 2 China 1st quality,
Flour, 3 China 2nd quality,
Fresh Beef, Milk (Condensed),
Fresh Vegetables, Milk (Fresh),
Fresh Potatoes, Sugar.
Printed Forms of Tenders and further Particulars are to be obtained at the DY. VICTUALLING STORE OFFICER'S OFFICE.
Samples to accompany Tenders.
The right to reject the lowest or any Tender is reserved.
H. M. VICTUALLING YARD,
Hongkong, 25th February, 1901. [265c]HONGKONG STEAM WATER BOAT
COMPANY, LIMITED.
SHAREHOLDERS in the above Company
are hereby notified that a CALL of \$2
per Share has been made for the 15th instant.
PAYMENTS to be made to the Undersigned
at the COMPANY'S OFFICE, No. 20, Des Vaux
Road, on or before that Date accompanied
with Scrips for Endorsement.
By Order,
J. W. KEW,
Manager. [266c]THE HONGKONG AND WHAMPŌA
DOCK CO., LIMITED.
NOTICE TO SHAREHOLDERS.
CONTRIBUTING SHAREHOLDERS
are requested to send in a Statement of
Business contributed during the Half Year
ended 31st December, 1900, on or before the
15th March, on which Date the Accounts will
be CLOSED.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 1st March, 1901. [272c]A HOUSE IN KIPON TERRACE.
"THE RETREAT"—MOUNT KELLET.
A GODOWN.—No. 83, PRATA EAST.
GROUND FLOOR.—No. 4, BLUE
BUILDINGS.
HOUSES IN LEIGHTON HILL ROAD.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st March, 1901. [209c]NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship.
"BOMBAY."
FROM LONDON, PORT SAID, SUEZ
AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.
Optional Goods will be landed here unless
instructions are given to the contrary before
3 P.M., TO-DAY.
Goods not cleared by the 7th instant, at 4
P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.
A. M. MARSHALL,
Superintendent.
Hongkong, 1st March, 1901. [5c]NORTHERN PACIFIC STEAMSHIP
COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "VICTORIA"
FROM YOKOHAMA, VIKO-
HAMA, KOBE, MOJI AND
SHANGHAI.
The above Steamship having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to take
immediate delivery of their Goods from
alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
DODWELL & CO., LIMITED,
Agents.
Hongkong, 1st March, 1901. [4c]AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.
NOTICE TO CONSIGNEES.
FROM YOKOHAMA AND KOBE.
THE Steamship
"MORAVIA,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent to the Office of the Undersigned before
Noon, on the 8th instant, or they will not be
recognised.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 8th
instant will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELEK & CO.,
Agents.
Hongkong, 1st March, 1901. [63c]To-day's
Advertisements.

NOTICE.

WE have authorized Mr. O. I. ELIAS to
SIGN our FIRM per PROCURATION
from This Date.
S. J. DAVID & CO.
Hongkong, 1st March, 1901. [268c]

NOTICE.

I HAVE This Day HANDED over
CHARGE of this Agency to Mr. HARRY
BIRKETT.
G. C. MOXON,
Agent for Smith Bell & Co.,
Manila.
Hongkong, 1st March, 1901. [269c]

NOTICE.

I HAVE This Day TAKEN over CHARGE
of this Agency from G. C. MOXON.
HENRY BIRKETT,
Agent for Smith Bell & Co.,
Manila.
Hongkong, 1st March, 1901. [270c]

NOTICE.

MR. OSWALD DYKES THOMSON
has This Day been admitted a PART-
NER in my Practice as SOLICITOR,
PROCTOR and NOTARY PUBLIC, and
such Practice will henceforth be carried on
under the Style of
"STEPHENS & THOMSON."
Dated Hongkong, 1st March, 1901.
MATTHEW J. D. STEPHENS.
[271c]ZETLAND LODGE,
No. 25, E.C.
A REGULAR MEETING of the above
LODGE will be held at the FIREMA-
SONS' HALL, Zetland Street, TO-NIGHT,
the 1st instant, at 8.30 p.m. precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 1st March, 1901. [251c]DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW.
THE Company's Steamship
"THALES,"
Captain Robson, will be despatched for the
above Port, TO-MORROW, the 2nd instant,
at Noon.
For Freight or Passage, apply to
DOUGLAS LAIR & Co.,
General Managers.
Hongkong, 1st March, 1901. [264c]Extirpations:
EYE-SIGHT.
MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES,
at 16, Queen's Road Central,
(R. ROUGHTON & Co.).
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.
[273c]A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
"Eye Strain" ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.
ADVICE FREE. [1451b]A. S. WATSON & CO.,
LIMITED.
FOR THE
RACES.CHAMPAGNE.
Jaqueuon (Dry Marquette) 1803.
Fils Brut Naturel 1803.
Jules Dry.
Mumm Extra Dry."E" WHISKY.
Very Old Liqueur Scotch Whisky."B" BRANDY.
Guaranteed Pure Cognac.PORT.
Of the Finest Vintages.SHERRY.
Pure Xeres Wines.AERATED WATERS.
Absolutely Pure.CIGARS & CIGARETTES.
etc., etc., etc.A. S. WATSON & CO., LIMITED.
HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 1, 1901.

REUTER'S TELEGRAMS.

BRITISH SOUTH
AFRICA.

LONDON, February 26th.

It is now announced that Commandant
De Wet has doubled back to the East not
West, as previously stated, and that he is
moving in the direction of Petrusville.

THE ADDRESS.

The House of Commons has voted the
address by 397 to 78.THE SUPPLEMENTARY
ESTIMATES.The supplementary estimates, which in-
clude provision of a million sterling for the
Army, have been announced by Mr. Balfour.

FIGHTING IN SOMALILAND.

LONDON, February 27th.

The Ogaden Somalis attacked the British,
whilst the latter were engaged in making a
zababa. The enemy charged desperately,
but were repulsed, losing 250.
The British lost 17 killed, including
Colonel Maitland and 21 wounded.

WEATHER REPORT.

The Observatory report says:—
On the 1st at 12.10 p.m. barometric changes
are slight. The high pressure area appears to
be spreading Eastwards over Japan. Gradients
moderate with decreasing monsoon on the
coast and very strong monsoon in the N. part
of the China Sea. Forecast—Strong to fresh
N.E. winds; fair.

LOCAL AND GENERAL.

TO-NIGHT there will be the second series of
the Boxing Championship Tournament at the
Theatre Royal, starting at 9 p.m.The dredger *Canton River* is gradually being
raised. Work was stopped yesterday owing to
the heavy breeze, which rendered operations
very difficult.A SPECIAL Meeting of the Sanitary Board is
summoned for noon to-morrow, to declare
Health Districts Nos. 9 and 10 infected with
Bubonic Plague.TO-MORROW is an off-day for the Races, and
there will be any amount of fun at the Happy
Valley Race Course. Races are set apart for
sailors and Chinese boys.MR. CHARLES BERTRAM (Bertram the Great)
arrived in the Colony to-day from Singapore.
This marvellous illusionist and conjurer gives
performances at the City Hall, commencing on
Monday, as will be seen by the advertisement.THE Band of the Royal Welch Fusiliers will
play at the Hongkong Hotel to-morrow (Sat-
urday) evening, from 8 to 9.30 p.m.:PROGRAMME:
1.—March "A Franchise".....Cona.
2.—Valse "Zenda".....Witmark.
3.—Cavatina "Rit. Excelsity".....Carr.
4.—Gavotte "Winkler".....Rist.
5.—Polka "A Runaway Girl".....Waldfuehl.
6.—Selection "A Runaway Girl".....Carril.
7.—Valse "My Queen".....Rucelast.
8.—Gavotte "God save the King".....Rucelast.The action of the military in scratching
all their horses, on account of the disquali-
fication of Bulbul for a foul, is much to be
regretted. We fully agree with our morning
contemporary's comment on the subject,
"that it is neither a sportsmanlike nor a
courteous action." We should be very
pleased if the military would give some
reason for their singular proceeding, as at
present it must naturally be concluded they
have simply shown a childish fit of temper.If they consider the decision of the
Stewards to uphold Mr. Potts' protest
against Bulbul a mistake, they have no
right to show their disapproval by scratching
all their entries; the decision of the Stewards
is final, and the races are run under that
condition. If cricketers were to dispute the
decisions of the umpire, and football players
those of the referee, and show their disgust
by refusing to play, there would soon be an
end of sport.An organ recital will be given at the Union
Church on Monday, the 4th inst., at 5.30 p.m.
The following is the programme:—1. Organ Solo, Sonata No. 6.....Mendelssohn.
2. Tenor Solo, "Then shall the
Righteous (Elijah)".....Mendelssohn.
3. "Intermezzo".....Mascagni.
4. Soprano Solo, "My heart ever
faithful sing praises".....J. S. Bach.
5. Wedding March.....Mendelssohn.
6. Soprano Solo, "With Verdure
clad" ("Creation").....Haydn.
7. Violin Solo, "Andante Religioso"
No. 2.....Thomé.
8. "Largo".....Handel.
By kind permission of Admiral Kirchhoff the
Orchestra of the German Flagship *Hansa* will
play as above.

THE CIRCUS.

LAST TWO NIGHTS.

Last night's performance was admirably sed
to please Hongkong residents, as a long and
changed programme was presented. A hand-
some souvenir was to be given to the rider
who made the best attempt to ride three times
round the circus ring standing on a horse's
back. Some good attempts were made but
Lieut. Johnson went nearest to success. He
stood on the "geegee" for two and a half
rounds but could not do the three times round.
Lieut. Walwyn came second best and the other
attempts were very creditable.
Mr. Johnson was therefore the recipient of
the souvenir, as the most successful of those
who entered in the contest.
To-morrow afternoon a farewell matinee per-
formance will be given.
To-morrow night there is a change in the
programme. It will be positively the last per-
formance before the Company's departure for
Manila, and gentlemen amateurs will ride in
the ring. Another entry into the tiger's cage
will be made, this time by a sailor from one of
H.M. Ships.UNION INSURANCE SOCIETY OF
CANTON, LIMITED.An Extraordinary General Meeting of share-
holders was held at the Society's Head Office,
No. 1, Queen's Buildings, to-day at noon, when
the following Resolution was proposed:—
"That in Article 91 the figures '\$7,000' be
eliminated and in place thereof the figures
'\$12,000' be inserted."Mr. R. L. Richardson occupied the chair and
there were also present Messrs. N. A. Siebs,
G. H. Medhurst, C. S. Sharp, J. A. Mackie
(directors), W. J. Saunders (secretary), A. G.
Wood, J. C. Peter, A. B. Rouse, C. P. Hay, C. M.
Burnie, H. Carvalho, and J. A. Carvalho.
The notice convening the meeting was read.The Chairman said: Gentlemen, you have no
doubt, all of you, seen and read the circular which
was sent to Shareholders on the 1st November
last, giving the facts and figures on which we
based the proposal now before you, and I need
not recapitulate them here. Ample time was
purposely allowed for shareholders in all parts of
the world to express their views on the question,
and I am happy to say that, while we have
received proxy forms from 192 Shareholders
representing some 2275 Shares, in many cases
accompanied by letters approving of the
scheme, we have heard not a word in opposition
to the proposal. The progress of the Society has
been steady and continuous. During the 25
years which have passed since the remunera-
tion of the Board was fixed at \$7,000, the whole
of your reserves have been built up, and paid
capital has been doubled, your annual premium
receipts have increased to quite respectable
dimensions, and your assets to the large total
of \$5,000,000. The annual dividend has also
steadily increased and the only point in which
the Society has stood still is the remuneration
of the Board. Indeed, from one point of view
and that a very practical one it has not even
stood still in this respect but has receded. \$7,000
in this twentieth century, with exchange at
2s. 6d. is not what \$7,000 used to be in 1874, when
exchange was at 4s. 6d. We do not wish to
take credit to ourselves for the profitable out-
turn of the underwriting account, but we are
giving down very broad lines, the Board does
not interfere with the actual selection of the risk, but
on the other hand, the responsibility of seeing
that you have competent men to do this part
of the business rests finally with the Board,
and the care of your very considerable
funds is more especially their department. I
may mention that out of the 192 proxy forms
I have here, only 20 are from Shareholders in
Hongkong. It seems, therefore, that Hongkong
Shareholders have not generally exercised the
option of appearing by proxy. Apparently also,
when it comes to the point, they have not thought
it necessary to be present in person in any
large number. I have no doubt that in this as
in most cases the small attendance indicates
general approval of the proposition. Gentle-
men, I now propose the resolution, namely:
"That in Article 91 the figure '\$7,000' be
eliminated and in place thereof the figures
'\$12,000' be inserted."Mr. Peter seconded and the motion was
carried unanimously.The Chairman then said:—The resolution is
carried, gentlemen, and will be submitted for
confirmation as a special resolution at a second
extraordinary general meeting which will be
held here on the 19th of March, Tuesday.
I am much obliged to you for your attendance
and for your votes.

BOXING.

The Theatre Royal was fairly well filled to
witness the items comprising the Boxing Cham-
pionship Tournament which was advertised to
take place last night, to-night, and to-morrow
night. Mr. C. T. Robinson was in charge of
the arrangements which were excellently car-
ried out, and some very good boxing was given
in the ring. Mr. Robinson had provided for
everybody in a splendid manner and the ac-
commodation was of the best. The seats on
the stage were practically all taken, the dress
circle and boxes were well filled and the body
of the theatre was crammed to excess.The referee for the contests was Mr. Frost,
R. M. S. *Empress of Japan*, and the judges
were local gentlemen. The following acted as
seconds:—C. Sinclair (*Siege Train*), P. Hayes
(*Siege Train*) Pte., J. Watkins (R. W. F.), J.
K. Sellar (H.M.S. *Terrible*), and J. McCoun
(U. S. S. *Bennington*).The first bout was between R. Jones, H.
Company, R.W.F., and D. Davies, E. Company,
R.W.F. (feather-weights) Jones was the winner.
W. S. Bailey of Hongkong, beat Thos. Phil-
lip, of H.M.S. *Argonaut*, in the second
round, and some very good boxing was given
in the ring. Mr. Robinson had provided for
everybody in a splendid manner and the ac-
commodation was of the best. The seats on
the stage were practically all taken, the dress
circle and boxes were well filled and the body
of the theatre was crammed to excess.The referee for the contests was Mr. Frost,
R. M. S. *Empress of Japan*, and the judges
were local gentlemen. The following acted as
seconds:—C. Sinclair (*Siege Train*), P. Hayes
(*Siege Train*) Pte., J. Watkins (R. W. F.), J.
K. Sellar (H.M.S. *Terrible*), and J. McCoun
(U. S. S. *Bennington*).The first bout was between R. Jones, H.
Company, R.W.F., and D. Davies, E. Company,
R.W.F. (feather-weights) Jones was the winner.
W. S. Bailey of Hongkong, beat Thos. Phil-
lip, of H.M.S. *Argonaut*, in the second
round, and some very good boxing was given
in the ring. Mr. Robinson had provided for
everybody in a splendid manner and the ac-
commodation was of the best. The seats on
the stage were practically all taken, the dress
circle and boxes were well filled and the body
of the theatre was crammed to excess.The referee for the contests was Mr. Frost,
R. M. S. *Empress of Japan*, and the judges
were local gentlemen. The following acted as
seconds:—C. Sinclair (*Siege Train*), P. Hayes
(*Siege Train*) Pte., J. Watkins (R. W. F.), J.
K. Sellar (H.M.S. *Terrible*), and J. McCoun
(U. S. S. *Bennington*).The first bout was between R. Jones, H.
Company, R.W.F., and D. Davies, E. Company,
R.W.F. (feather-weights) Jones was the winner.
W. S. Bailey of Hongkong, beat Thos. Phil-
lip, of H.M.S. *Argonaut*, in the second
round, and some very good boxing was given
in the ring. Mr. Robinson had provided for
everybody in a splendid manner and the ac-
commodation was of the best. The seats on
the stage were practically all taken, the dress
circle and boxes were well filled and the body
of the theatre was crammed to excess.The referee for the contests was Mr. Frost,
R. M. S. *Empress of Japan*, and the judges
were local gentlemen. The following acted as
seconds:—C. Sinclair (*Siege Train*), P. Hayes
(*Siege Train*) Pte., J. Watkins (R. W. F.), J.
K. Sellar (H.M.S. *Terrible*), and J. McCoun
(U. S. S. *Bennington*).The first bout was between R. Jones, H.
Company, R.W.F., and D. Davies, E. Company,
R.W.F. (feather-weights) Jones was the winner.
W. S. Bailey of Hongkong, beat Thos. Phil-
lip, of H.M.S. *Argonaut*, in the second
round, and some very good boxing was given
in the ring. Mr. Robinson had provided for
everybody in a splendid manner and the ac-
commodation was of the best. The seats on
the stage were practically all taken, the dress
circle and boxes were well filled and the body
of the theatre was crammed to excess.The referee for the contests was Mr. Frost,
R. M. S. *Empress of Japan*, and the judges
were local gentlemen. The following acted as
seconds:—C. Sinclair (*Siege Train*), P. Hayes
(*Siege Train*) Pte., J. Watkins (R. W. F.), J.
K. Sellar (H.M.S. *Terrible*), and J. McCoun
(U. S. S. *Bennington*).The first bout was between R. Jones, H.
Company, R.W.F., and D. Davies, E. Company,
R.W.F. (feather-weights) Jones was the winner.
W. S. Bailey of Hongkong, beat Thos. Phil-
lip, of H.M.S. *Argonaut*, in the second
round, and some very good boxing was given
in the ring. Mr. Robinson had provided for
everybody in a splendid manner and the ac-
commodation was of the best. The seats on
the stage were practically all taken, the dress
circle and boxes were well filled and the body
of the theatre was crammed to excess.The referee for the contests was Mr. Frost,
R. M. S. *Empress of Japan*, and the judges
were local gentlemen. The following acted as
seconds:—C. Sinclair (*Siege Train*), P. Hayes
(*Siege Train*) Pte., J. Watkins (R. W. F.), J.
K. Sellar (H.M.S. *Terrible*), and J. McCoun
(U. S. S. *Bennington*).The first bout was between R. Jones, H.
Company, R.W.F., and D. Davies, E. Company,
R.W.F. (feather-weights) Jones was the winner.
W. S. Bailey of Hongkong, beat Thos. Phil-
lip, of H.M.S. *Argonaut*, in the second
round, and some very good boxing was given
in the ring. Mr. Robinson had provided for
everybody in a splendid manner and the ac-
commodation was of the best. The seats on
the stage were practically all taken, the dress
circle and boxes were well filled and the body
of the theatre was crammed to excess.The referee for the contests was Mr. Frost,
R. M. S. *Empress of Japan*, and the judges
were local gentlemen. The following acted as
seconds:—C. Sinclair (*Siege Train*), P. Hayes
(*Siege Train*) Pte., J. Watkins (R. W. F.), J.
K. Sellar (H.M.S. *Terrible*), and J. McCoun
(U. S. S. *Bennington*).The first bout was between R. Jones, H.
Company, R.W.F., and D. Davies, E. Company,
R.W.F. (feather-weights) Jones was the winner.
W. S. Bailey of Hongkong, beat Thos. Phil-
lip, of H.M.S. *Argonaut*, in the second
round, and some very good boxing was given
in the ring. Mr. Robinson had provided for
everybody in a splendid manner and the ac-
commodation was of the best. The seats on
the stage were practically all taken, the dress
circle and boxes were well filled and the body
of the theatre was crammed to excess.The referee for the contests was Mr. Frost,
R. M. S. *Empress of Japan*, and the judges
were local gentlemen. The following acted as
seconds:—C. Sinclair (*Siege Train*), P. Hayes
(*Siege Train*) Pte., J. Watkins (R. W. F.), J.
K. Sellar (H.M.S. *Terrible*), and J. McCoun
(U. S. S. *Bennington*).

The first bout was between

THE NEW COLONIAL SCHEME.

We have received for publication copies of the correspondence between the Hongkong Government and the Hon. C. P. Chater, C.M.G., on the subject of the proposed Praya East Reclamation. The following is Mr. Chater's first letter:

HONGKONG, June 14th, 1900.

Sir.—In the month of July, 1887, I submitted for the consideration of His Excellency Major-General Cameron, then Administrator of the Colony, a project for the reclamation of the foreshore of the Colony from the Western boundary of the Military Cantonments westward to the Gas Works. The project was approved and accepted by the Government and by the land owners concerned, was sanctioned by the Secretary of State, and has been, to a very great extent, carried out and completed in accordance with my original proposals, at an expense to the Colony not exceeding my estimates and with greater pecuniary profit and advantage to the Government and to the Colony than even I ventured to anticipate. In only one respect has that project failed to accomplish all that was expected from it. My principal object in suggesting it was to relieve the overcrowding in the older portions of the City and so improve the general sanitary condition of the Colony, then greatly in need of improvement. The length of time the Praya Reclamation has been in hand and the steady growth of the population during the twelve years that have elapsed since first I mooted the scheme, have prevented the Colony from obtaining any adequate relief of that kind in spite of the very considerable area of new land added to the Colony, and it will have, I am afraid, to be admitted that in the central districts the overcrowding is now as great, if not greater, than in 1887.

I have now to submit for the consideration of His Excellency Major-General Gascoigne, C.M.G., the Officer at present administering the Government of the Colony, another scheme of the same class and character but more extensive, having the same object in view—the improvement of the sanitary condition of the Colony by the creation of additional building land sufficient for the erection of 2,413 Chinese houses of the most improved construction, well lighted and ventilated, and capable of accommodating an adult population of about 15,000 people, allowing thirty square feet of floor space and four hundred and fifty cubic feet of air space for each adult. I propose to increase the present area of the Colony by 4,227,400 square feet, or 97,000 square feet, of which 2,413,000 square feet, or 52,100 square feet, will be an actual addition to the size of the Island by reclamation from the sea, and 1,814,400 square feet, or 39,900 square feet, will be made available by the cutting down, levelling and laying out of ground now practically useless. Of the 4,227,400 square feet thus added to the Colony, 2,413,000 square feet, or 52,100 square feet, will be building land, and 1,814,400 square feet, or 39,900 square feet, will be added to the area already covered by public roads and streets. My proposals, if successfully carried out, will put into the Treasury a lump sum of at least \$637,050, will improve the revenue from Crown Lands by the sum of \$53,910 per annum and from taxes by the sum of \$150,571 per annum, and all this will be accomplished without any expense whatever to the Government.

All this I propose should be done within five years from the date when the work is commenced by the Secretary of State, provided due diligence is used. The work, although more extensive, is of a much easier and less costly character than that connected with the reclamation now in progress. If my calculations are correct, this project, if carried out, will do for the Eastern portion of the Colony all and more than all that the Sanitary Board hoped to be able to accomplish, if their proposals for a Sanitary Trust had met with the approval of the Government.

I propose that the reclamation of the foreshore of the Wanchai district from Arsenals Street to the East Point Refinery should be undertaken and carried out at the expense of the Marine Lot Holders on the same lines as those on which the present reclamation is being carried out, and under a similar, but slightly amended, Ordinance. This reclamation will involve the construction of a sea-wall 4,180 feet in length, starting from the Eastern extremity of the proposed extension of the Naval Yard and Arsenal, and continuous with the outer curve of this extension, following on an easy curve the line of the Eastern Praya at a distance from it of about 445 feet and terminating at the Western extremity of the East Point Sugar Refinery premises, and in line with its northern face. It is calculated that the sea-wall will give an average depth of 60 feet at low water spring tides along its entire face. The land to be reclaimed within the new sea-wall will be laid out as follows:—

The present praya will be widened to 65 feet; a strip of building land 120 feet in width, specially designed to take two rows of Chinese houses, four stories in height, not exceeding 60 feet in extreme depth and having 15 feet backyards, will be laid out next to the old praya along the entire length of the reclamation. Outside of that will come a thoroughfare 75 feet wide, beyond that another strip of building land 150 feet wide to allow of the construction of godowns, and then the New Praya, 75 feet wide. The streets 50 feet in width, will traverse the reclamation from the Old to the New Praya. Plan herewith.

For the purpose of filling in the land to be reclaimed from the sea, the hills on which the Royal Naval Hospital and Morrison Hill houses stand—Inland Lots 84 and 86—will have to be acquired from their owners (acquisitions which can, I believe, be easily obtained on favourable terms hereafter detailed), and cut down to the level of Queen's Road by the Eastern Market. This cutting down will not only supply all the stone and earth required for the sea-wall and reclamation, but will give the Colony an additional area of level ground of 1,562,000 square feet, or 33,800 square feet, and will open out the whole of the Wanchai district, now shut in on the east by the easterly and southerly winds; a further benefit will be conferred on the Colony by the levelling of the Valley. The plan sheet herewith shows clearly the area proposed to be levelled both north and south of the Queen's Road and also the method in which the new ground is proposed to be laid out. The project includes the widening of the Queen's Road to a breadth of 75 feet from the Eastern Market to the Race Course and Causeway Bay (an immense benefit in itself) and the piercing of the district by 6 other streets, each 50 feet wide, 3 running parallel to the Queen's Road and 3 at right angles to it, dividing the land into blocks of such size and shape that only the approved style of Chinese houses can be built on them.

The land to be dealt with by this portion of my scheme covers, as already stated, 1,562,000 square feet, or 33,800 acres. Of this, Inland Lot 84, Morrison Hill, the property of Messrs. Jardine, Matheson & Co., includes 700,614 square

feet, or 18.85 acres. Inland Lot 86, the property of the Admiralty, covers 303,014 square feet, or 6.95 acres, and the balance 458,372 square feet, or 10.75 acres is still undisposed of, and is the property of the Government, but is, in its present state, unsaleable.

I believe that I will have no difficulty in arranging, if authorized to do so, with Messrs. Jardine, Matheson & Co. for the surrender by them of the whole of their land on condition that they receive back on the same terms, and at the same rent as at present, about 511,800 square feet of building land, or 11.98 acres, out of the improved area.

As to the Royal Naval Hospital ground, the acquisition of this involves rather more difficulty and entails a considerable expenditure by the Colonial Government in the first instance—an expenditure, however, to be fully recouped in the end, without interfering with the estimated profit to the Government already referred to.

The Naval Authorities want a new and improved hospital with more accommodation. They would prefer a site more directly accessible from the water, and further removed from the Chinese quarter of the City. Flagstaff Hill at Kowloon, now the property of the War Department, would afford ample space for a hospital double the size of the present building, with extensive grounds, the purest air, the freshest breezes at all seasons, and easy accessibility. I estimate that a suitable hospital could be constructed on Flagstaff Hill with every possible convenience for \$200,000. This money the Colonial Treasury would have to provide in the first instance, but it could easily be procured locally at 5 per cent. if the Government so wished. As for the ground, the Military have no use for it, and they would gladly exchange it for an equal area more central to the centre of Kowloon. This would entail the surrender of certain lands there which there would be no difficulty in acquiring as the power of the Crown to resume is clear, and the cost would, I think, not exceed \$200,000 if resumption was effected at once.

The total cost of the improvements proposed to be effected is estimated (not including the cost of the new Naval Hospital) at \$1,100,000, which is made up as follows:—

For the Marine Perils	\$ 25,000
Seawall, including Returns and Wing Wall	250,000
Filling in including Cutting down, levelling and laying out of Morrison Hill and	444,000
Naval Hospital Hill	444,000
Seawall	444,000
Carriage and Channelling of Streets, &c.	80,000
Contingencies 5%	40,000
	\$1,047,000

Say, \$1,100,000.

All these items are worked out at the present high rates of labour and material.

The whole of this will be borne by the existing Marine Lot holders in the Wanchai district, who will receive an augmentation to their holdings of 1,492,080 square feet divided ratably among them in proportion to their frontages. The Government, in respect of No. 2 Police Station, being numbered among the Marine Lot holders and receiving 71,400 square feet of the above. The cost works out at about 70 cents per square foot of available building land reclaimed.

In addition to the building land added to the Colony by the reclamation, which is calculated to afford accommodation for 1,331 four-storyed houses, there will, by the cutting down of Morrison and Naval Hospital Hills and the hills adjoining on the south, as shown in the plan, be added to the available building land in the Colony, levelled and ready for building 994,700 square feet, or 22.83 acres, affording accommodation for 1082 three-storyed houses. Of this, 521,000 square feet, or 11.98 acres, will go to Messrs. Jardine, Matheson & Co., in compensation for the land surrendered by them; 472,000 square feet, or 10.85 acres, will be handed over to the Government free of all cost.

The Colony will, in addition to the building land thus added to its resources have acquired, if the scheme is carried out, new streets, &c., covering an area of 1,740,600 square feet, or 39.95 acres, of which two-thirds, or 26,930 acres, will be included in the reclamation.

The value of the land thus placed at the disposal of the Government is estimated at \$1,137,050, namely:—

From Lot 84 and 86	\$ 25,000
Back Lot 84 and 86	250,000
Police Station	45,000
Royal Naval Hill	444,000
Royal Naval Hill	444,000
	\$1,137,050

Total Value, \$1,137,050.

From which must be deducted cost of New Royal Naval Hospital

New Site for Military

Compensation to Lot holders for Resumption

Balance in favour of Government

This Annual Crown Rents for the New Building areas are estimated as follows:—

Praya East

Royal Naval Hill

Balance in favour of Government

The annual-rentable value of the houses when built is estimated at \$1,538,240, and is made up as follows:—

4,413 Houses at \$30 per House

Annual Rental of \$1,323,900 at 12 per cent. \$158,272

The Government would, therefore, not only have ground to dispose of, of the value of \$637,050, but would have an annual revenue of \$158,272, which, capitalized at 5%, would amount to \$3,089,650.

I respectfully submit this scheme for the approval of the Government and of the Secretary of State. The proposals have been carefully thought out, and the calculations are fairly accurate. Our experience with the Praya Reclamation Scheme how in process of execution, enables me to judge with certainty as to the character of the work to be done, the cost to be incurred and the time to be taken, and also as to the benefits to the Colony from the works proposed.

The Wanchai district will be laid open to ventilation and improvement in a way in which it could possibly be dealt with before. The removal of the two hills to the Eastward all added immensely to the area of the district and to the easy accessibility of the districts to the east of it. The reclamation will add further to its area. The proposed new roads and praya will facilitate the erection of beautiful buildings and the improved sanitation of the neighbourhood. The erection of all new houses will be brought under the strictest sanitary rules. Their number and character will compel landlords to improve and rebuild in the area now under occupation. This immense addition will be made to the area of the district, and to the income to be derived from it by the Colony at a minimum of expense, and with a minimum of disturbance of existing interests.

And I beg most respectfully to call attention to the fact that the benefits indicated are to be derived from this project, it must be proceeded with at once, and vigorously. It must be finished within five years, and with proper measures it can be done easily in that time. It is a much simpler undertaking than the Western Reclamation, but if it is to draw the population from the central part of the City, and ease the pressure of population there, it must be accompanied by some intelligent scheme of tramway communication between the heart and the extremities of the City, which will be cheap and attractive.

Of all things speed is the most important, or otherwise the steady increase in the population of the Colony will overtake the provision to be made for their accommodation.

The Government entrusted me, in connection with the existing Reclamation, with the negotiation and arrangement with the landowners affected, and with all of the details of the scheme. I place myself again entirely at the disposal of the Government to carry out all negotiations and arrangements with the Marine Lot holders and others in Wanchai whose assent may be required for this present scheme.

I suggest further for the Government, that all resumptions of land, and all compensations to be paid landholders in connection with the present scheme should be borne and paid by the Marine Lot holders as part of the expense of the scheme, all land resumed being sold for the benefit of the fund. Any little friction that has arisen in connection with the existing Reclamation will thereby be obviated with the present proposals.

I would only submit, in conclusion, for the consideration of the Government that, if the Public Works Department with the enormous tasks on its hands at the present moment—the existing Reclamation, the Water Supply, the proposed New Public Buildings—is not in a position to undertake another Reclamation, that there will be no difficulty in having the work done by Engineers and Contractors employed directly by the Marine Lot holders, if, by force of course, thoroughly understood that all plans must be submitted to and approved by the Director of Public Works and that the works would have to be carried out in accordance with such plans and to his complete satisfaction. I have the honour to be, Sir, Your most obedient and humble servant.

(Signed) C. P. CHATER.

The Honourable

THE ACTING COLONIAL SECRETARY, Hongkong.

COLONIAL SECRETARY'S OFFICE, HONGKONG, 13th Sept. 1900.

Sir,—I am directed to inform you that the Governor has had under consideration your letter of the 12th of June in which you propose a scheme for a large reclamation from the sea between Arsenals Street and East Point and for the utilization of Morrison Hill and Mount Shadwell in connection with the reclamation.

His Excellency is prepared to view favourably your suggestion that the reclamation should be carried out on behalf of the Marine Lot holders by the Government, rather than that the Government should exercise its undoubted right to make the reclamation on its own account.

But His Excellency is not prepared to concede the terms, unduly favourable to the Marine Lot holders, which are proposed in your letter. The value of the land, which will be comprised in this new Reclamation is and must be a matter of opinion, and since it cannot be determined now, His Excellency is prepared to recommend to the Secretary of State for the Colonies, whose sanction must be obtained before any reclamation is made, the following principle for ensuring that the Government on behalf of the Marine Lot holders in the profits of the reclamation, namely that the expense of the reclamation be provided in the same way as was the expense of the Praya Reclamation, and that when the new reclamation is finished the land so reclaimed shall be valued, and the expense of reclamation being deducted, the sum remaining divided equally between the Marine Lot holders and the Government as premium, the Crown rent to be the same as on the Western Praya, but neither premium nor Crown rent to be payable for the land required for streets and lanes.

If you accept this principle, which in the Governor's opinion is a reasonable and equitable one, His Excellency will take steps to give the details of your scheme early and careful consideration. I have the honour to be, Sir, Your most obedient servant.

(Signed) F. H. MAY.

Acting Colonial Secretary.

The Honourable

C. P. CHATER, C.M.G.

HONGKONG, 20th September, 1900.

Sir,—I have the honour to acknowledge the receipt of your letter No. 171 of the 13th instant (in reply to mine of the 12th June last) in which you inform me that His Excellency the Governor has had under consideration my proposals for a large reclamation from the sea between Arsenals Street and East Point; that he is prepared to view favourably my suggestion that the Reclamation in question should be carried out on behalf of the Marine Lot Holders by the Government, but that His Excellency is not prepared to accede to the terms embodied in my letter, as he deems them unduly favourable to the Marine Lot Holders.

His Excellency's suggestion is, that the expenses of the Reclamation be provided for in the same way as was the expense of the Praya Reclamation; that, when the reclamation is finished, the land so reclaimed be valued; that the cost of the reclamation be deducted from that value, and the balance divided equally between the Marine Lot Holders and the Government. You further inform me that if I am prepared to accept this proposal as the basis of any arrangement to be made, His Excellency is prepared to take steps for a detailed examination of the scheme.

I have given to His Excellency's proposals very full and very careful consideration. I have gone into the figures again, so far as it is possible to estimate them, and have obtained professional advice and assistance in working out results. I regret to say that after this fresh investigation, and after a detailed examination and comparison of the two Reclamation Schemes, the Praya Reclamation now in progress, and the present scheme, I am unable to accept His Excellency's suggestion. To do so, in principle, to be applied to working out the scheme, and I could not conscientiously recommend it for the acceptance of the Marine Lot Holders in Wanchai, the position of the Marine Lot Holders and the nature of their property being so totally different along the Eastern and Western Prayas.

I admit that, as events have turned out, it would not have been unreasonable or inequitable if some such principle had been applied to the Praya Reclamation now in progress, the Marine Lot Holders and the occupants of premises there suffering little or no loss, either in the value of their holdings or in the profits of their business, during the progress thereof, and, therefore, benefiting to the full extent of the value of the reclaimed land or thereabouts; but the position in the Wanchai District is totally different. The Marine Lot Holders there must necessarily suffer enormously during the progress of the works and will be put to very great expense before they can make their properties pay again as Inland Lots. They will barely be repaid their losses and necessary expenditure by the value of the reclaimed land coming to them, while the Government, on behalf of the Colony, will, without running any risk or incurring any expenditure, derive from the scheme the enormous profits set forth in my first letter. The Treasury will pocket, from land sales alone, a lump sum of at least \$637,050, and will derive an additional annual revenue of \$158,272 from Crown Rents and Taxes, and the Colony, as a whole, will have added to it, free of expense, an immense area of land, laid out in streets and roads of ample width, and with the very latest improvements.

5. If His Excellency will amend his proposal by including in the expense of the reclamation the amount of the fair and reasonable compensation to be assessed under Ordinance 2 of 1889 or some similar Ordinance payable to existing Lot Holders in the Wanchai District for loss of rents and business during the progress of the works and for the diminished value of their lands when converted from Marine into Inland Lots, then, possibly, the principle of division of profits might be acceptable; but even then the profits to be derived by the Government from the carrying out of the Scheme, as put forward by me, would be immeasurably greater than those derived by the Lot Holders. The Government would get what would practically be a gift—something for nothing. The Marine Lot Holders would get only a fair return on their investment.

6. The Central and Western Praya, at the commencement of the Reclamation of 1889, was, with one or two wholly unimportant exceptions, all shops, stores and residences. The principal part of the trade of the Colony was carried on along it. The whole coasting trade of the Colony centred there. The reclamations in their progress, although causing considerable inconvenience, did not seriously interfere with business along the praya nor in its neighbourhood, and did not interfere with the rentals derived from them. The residents could not move elsewhere to carry on their business, so they had, perforce, to remain where they were and make the best of it. The Marine Lot Holders, therefore, suffered no diminution of their rentals during the progress of the reclamation—the tenants bearing whatever losses or inconveniences there were—and now that the reclamation is finished and their former Marine Lots have become inland lots, the lapse of time and the steady increase in the population and in the trade and shipping of the Colony has made them as valuable for purposes of sale as the old Marine Lots ever were. They have, therefore, all the profits derivable from the value of the new made land.

7. In Wanchai the state of affairs is wholly different. It never has been and never will be an important business quarter. No Trading Junks anchor there. No Chinese Merchants or Traders of any position reside and carry on their work there; only the poorer classes frequent that neighbourhood. It is only within a comparatively recent period that there has been any business there at all even for the godowns. The division of the City caused by the interposition of the Naval and Military establishments has prevented the Chinese from settling there, and the immense expansion now in progress of the Naval Yard seaward will only emphasize the separation. The whole length of the Wanchai praya and always has been occupied almost entirely by godowns, and they are mainly used for the storage of coal and of the heavier and less expensive kinds of merchandise. The business of those godowns will be at once affected by the commencement of praya reclamation works. The goods stored in them cannot stand the additional expense of carriage when their access to the sea is impeded. Now the godowns are 50 feet from the sea wall. Then they will be 550 feet. They will have all of them to be pulled down, and the space they now occupy covered with Chinese houses. At present rates (and there is no prospect of any fall in prices), it will cost at the rate of \$4 a foot to clear the present Marine Lots and cover them with Chinese houses equal to present sanitary requirements. The Marine Lot Holders assenting to the proposed praya reclamation at Wanchai will lose the profits of their godown business for varying periods—some of them for three years and so enable them to utilize their lots will have to expend on new buildings at the rate of \$4 a square foot. If the Government undertook this reclamation itself, as it undoubtedly has the power to do, it could only do it by paying to the Marine Lot Holders a full and fair compensation. When this compensation was paid and the net cost added to the cost of reclamation, the profit to Government on the entire reclamation would be small, especially as the Government would have to borrow money for the work and probably to remain paying interest out of it, for some considerable time. In any case it would have to take the risk of all delays and losses in realization.

8. The Marine Lot Holder who agrees to the Praya Reclamation on my scheme has, in addition to finding the money for carrying out the same, (a) stand the loss of his present godown business during the progress of the work; (b) spend \$4 a foot at the least in pulling down his godown and putting up Chinese houses in their place; (c) spend much more in building on his reclaimed land, either godowns or dwelling houses, and lastly, to take all the risk of finding himself unable to let his new godowns and buildings at remunerative figures as speedily as he could wish. The value of the newly reclaimed land will hardly repay him for all this. The Governor's proposal would leave him out of pocket.

9. His Excellency will understand that in writing this I am expressing my own views and opinions only. I have not consulted and am not now speaking as the representative of the Marine Lot Holders. I am writing His Excellency the result of my own careful study of the question, with the experience of many years and an intimate knowledge of the Colony and its business to justify me. The reclamation of the Eastern Praya and the removal of the Hospital and Morrison Hills are works that in the interest of the Colony must be done sooner or later. The rapid expansion of the Colony and of its business demands it. Now is the time. The Colony is prosperous—money is plentiful. The Naval Yard Extension almost renders imperative the doing of the work now. If it is completed without the reclamation being taken in hand, Wanchai will be placed at a still greater disadvantage than ever and become less than ever a part of the City, to the injury of property and property owners there as for the Colonial Government undertaking the task on its own account and risk. I see no possibility of its ever being in a position to do so; so many public works of pressing importance are crying out for funds for their commencement or completion. I have the honour to be, Sir, Your most obedient, humble servant.

(Signed) C. P. CHATER.

The Honourable

THE COLONIAL SECRETARY.

HONGKONG, 15th November, 1900.

Sir,—Referring to my letter of the 12th June, submitting proposals for the reclamation of a large tract of foreshore in the Wanchai District, to your reply of the 13th September, my rejoinder of the 29th of the same month, and to an interview with His Excellency the Governor favoured me on the 22nd of Oct. last, I have now the honour to submit for the consideration of the Government an amendment to the proposals contained in my letter of the 12th June last, which, if accepted, enable the Marine Lot Holders in whose interests the reclamation will be carried out, in acquiescence in the suggestion contained in your letter of the 13th September, that the Colonial Treasury should derive some more direct benefit from the carrying out of the works in question. Your proposal was that the building land reclaimed from the sea should be valued and that the difference between such value and the cost of the reclamation when finished should be divided between the Lot Holders

and the Government, the Government accepting their half of the profit by way of premium on the land reclaimed and assigned to the Marine Lot Holders.

In my letter of the 29th September, I pointed out that there could be no serious objection to this proposal if the Government consented to include in the cost of the Reclamation the compensation that would undoubtedly be claimed by the Marine Lot Holders for their loss of rental, &c., on their existing lots during the progress of the reclamation and for the diminished value of these lots on conversion into Inland Lots. I also suggested for the consideration of the Government that if any questions as to compensation arose there might be very little profit to divide.

At the interview with which I was honoured by the Governor it appeared that it was for many reasons undesirable that any proposal for the reclamation of the eastern district should be formulated which should give rise to any complications in connection with questions of compensation, but that the Government, nevertheless, felt bound to insist upon the payment to the Treasury of something in the shape of premium on the land reclaimed for building purposes and of which leases would have to be granted. I suggested therefore the following modification of my original proposals, and as it appeared to be acceptable I have now the honour to embody it in writing.

The proposed reclamation extending from the Arsenal eastward to Jardine's premises included the widening of the present praya east to a width of 75 feet, the formation of sites for the construction of Chinese houses outside of that of the depth of 120 feet, the construction of a road 75 feet wide beyond that; then a further strip of land for godowns of 150 feet in depth and outside of all a praya 75 feet wide. If His Excellency will consent to a further extension of this reclamation by another 75 feet to be added to the strip of land reserved for godowns, making the depth of the proposed reclamation 320 feet instead of 445 feet (as originally proposed), I think I can persuade the Marine Lot Holders to consent to pay to the Treasury a premium of 25 cents a foot on every foot of building land to be leased to them. This will give the Government a premium income of \$600,000 or thereabouts which it would not receive under the scheme as originally framed and a considerable addition to the rental derivable from the land, which will be increased by about one-seventh.

This proposal while increasing the area of new land to be obtained by the undertakers, and giving an increased depth of water along the new sea wall, will add considerably to the cost of the work, to be borne by the Marine Lot Holders. It will, however, give a definite sum to the Government without involving the Government in any risk of loss should any unforeseen change in the position or prospects of the Colony render the undertaking unprofitable to the owners of Marine Lots at Wanchai.

May I ask the Government to consider the proposal of the Government for this modified proposal and for an early reply, as the Marine Lot Holders can obtain the consent of the Lot Holders and the sooner the work can be commenced the better for all parties?—I have the honour to be, Sir, Your most obedient, humble servant.

(Signed) C. P. CHATER.

The Honourable

THE COLONIAL SECRETARY.

COLONIAL SECRETARY'S OFFICE, HONGKONG, 12th Feb. 1901.

Sir,—Referring to your letters of the 12th June, 29th September and 15th November, laying before Government a scheme for the reclamation of the foreshore from Arsenals Street to East Point, and offering your services as intermediary between the Government and Marine Lot owners, and my reply of the 13th September, to your first letter, I have the honour to inform you that your proposals have been fully considered in Executive Council.

His Excellency the Governor will be glad to avail himself of your offer to act as intermediary, and is prepared (provided your negotiations with the owners of the existing Marine Lots are satisfactory and lead to their assent to your proposals) to recommend to the Secretary of State the general acceptance of the scheme, subject to the following conditions and to any modification the Secretary of State may deem necessary:—

"A" That the part of your scheme which involved the cutting down of Morrison Hill and Mount Shadwell to the level of Queen's Road having been abandoned in view of the representations adverse to that proposal which have been put forward, it shall be left to the Government to decide where the materials for the reclamation work are to be obtained, Leighton Hill and Mount Caroline being possibly utilized, unless any unforeseen difficulty should arise.

"B" That the proposed reclamation, including the extension of streets, and a new Praya roadway, be carried out in accordance with a general plan to be drawn up, showing the land to be reclaimed delineated thereon in such divisions as are proportionate to the frontages of the existing Marine Lots, and the land when reclaimed shall be allotted according to such divisions.

"C" That the whole of the works, including the removal and re-erection of piers, and the extension, formation, severing and channelling of the proposed new streets and new Praya wall and roadway, except on such portions of the foreshore as are situated in front of the Public Works Department at the cost of the Marine Lot owners.

"D" That the Government shall not be called upon to incur any expense whatever, for drainage or sewage works or any matter connected with the scheme other than the expenditure on account of the wall and reclamation in front of Government properties.

"E" That the cost of the proposed works, except as aforesaid, be defrayed from a general fund to be constituted by the Marine Lot owners for the purpose, and that before the commencement of the works, each Marine Lot owner enter into a written contract with the Government binding himself to take up such allotment of the general reclamation as may be apportioned him by the Government, and that each Marine Lot owner deposit at the Bank 25% of the total value of the contribution to the General Fund by way of guarantee of his bona-fides, such deposit of 25% to be forfeited to the Crown in the event of the Marine Lot owner subsequently failing to take up his allotment for the reclamation. The interest accruing on these deposits to be handed over by Government to the Marine Lot owners.

"F" That during the progress of the works all calls for money for works that may be made by the Government upon the Marine Lot owners shall be duly honoured by the latter, provided that the amount of such calls does not exceed the value of the works actually done in their respective allotments.

"G" That immediately upon the completion of the reclamation of his allotment, including the construction of new streets and of the new Praya as aforesaid, each Marine Lot owner take out a Crown Lease for said allotment, paying an Annual Crown Rent for the same at the rate of \$200 per quarter acre.

"H" That no rebate of Annual Crown Rent shall be claimed by the Marine Lot owners for their present holdings.

"I" That the leases for the reclaimed lots be for 99 years with the option of renewal at the expiration of the first 50 years.

Crown Rent to be fixed by the Governor for the time being for one further term of 99 years:—

"1." That the cost of all resumptions of land and all compensations to be paid to the landholders in connection with the scheme be borne and paid by the Marine Lot holders as part of the expense of the scheme, the estate or interest of the lessee so resumed being sold for the benefit of the fund, unless the Government elects to resume and pay the cost of resumption or compensation.

"K." That all blocks laid out for Chinese tenement houses be provided with a scavenging lane to feet wide opening to a public street at both ends, and in addition, with open back yards in the rear of each house open to the said scavenging lane in accordance with following scale:—Houses not exceeding 40 feet in depth, for each foot of width—5 square feet.

Houses over 40 feet but not exceeding 50 feet in depth, for each foot of width—6 square feet.

Houses over 50 feet, but not exceeding 60 feet in depth, for each foot of width—8 square feet.

N tenement house to exceed 60 feet in depth, without the permission of the Governor in Council.

3. His Excellency accepts the modification of your original proposal, contained in your letter of the 15th November, namely that the reclamation should extend 75 feet further into the harbour.

4. His Excellency is of opinion that a premium should be paid to Government by the Marine Lot holders for every foot of building land reclaimed and handed over to them, and that such premium should be at least 25 cents per square foot.

5. In conclusion, I am to add that the principle of reclamation in sections as adopted in the Western Praya reclamation scheme will be followed if the proposed reclamation is carried out, and that the expenses of a preliminary survey and estimate must be borne by the Marine Lot Holders.—I have the honour to be, Sir, Your most obedient servant.

(Signed) J. H. STEWART LOCKHART,

Colonial Secretary.

The Honourable

C

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SANUKI MARU.....	Kobe and Yokohama	SUNDAY, 3rd Mar., at Daylight.
HIROSHIMA MARU.....	BOMBAY, via SINGAPORE and COLOMBO	WEDNESDAY, 6th Mar., at Noon.
KAWACHI MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 8th Mar., at Daylight.
HAKATA MARU.....	Kobe and Yokohama	FRIDAY, 15th Mar., at Daylight.
TOSA MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 16th Mar., at 4 P.M.
YAWATA MARU.....	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 1st March, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
FREIBURG.....	HAVRE, BREMEN and HAMBURG, (LONDON with transshipment in HAMBURG)	8th March.
SAVOIA.....	HAVRE and HAMBURG	About 23rd March.
Behrens.....	(LONDON with transshipment in HAMBURG)	About 30th March.
MARBURG.....	HAVRE and HAMBURG	About 30th March.
v. Binter.....	(LONDON with transshipment in HAMBURG)	April.
SIBIRIA.....	HAVRE and HAMBURG	About 10th April.
BAMBERG.....	(LONDON with transshipment in HAMBURG)	April.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 2nd Mar., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 28th Mar., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 23rd April, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 2nd March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th February, 1901.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 12th Mar., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 6th April, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 30th April, at Noon.

THE U.S. Mail Steamship

"CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 12th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

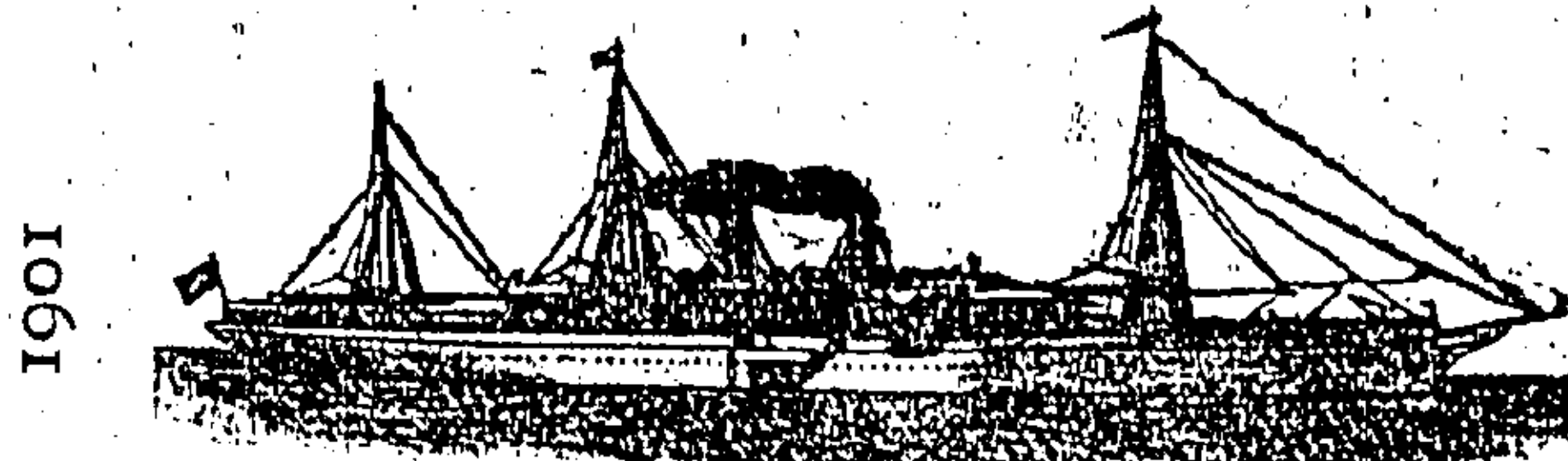
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 14th February, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th February, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th March, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th May, at Noon.

THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 19th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 25th February, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES AND CANADA.

THE Steamship

"EVA," 2,088 tons. Capt. Petersen.

This Steamship will be despatched on or about SUNDAY, the 10th March, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 4th February, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"PARRAMATTA," Captain C. T. Denby, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 2nd instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 1st March, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers	Tons	Captains	Proposed Sailings
Braemar	3,601	W. Watt	Mar. 4
Victoria	3,592	J. Panten	Mar. 8
Glenogle	3,750	W. Frakes	Mar. 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. Doctor and Stewardess carried.

Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 45 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the Klamath Gold Fields. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 22nd February, 1901.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 4th February, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HOIHOW"	TO-MORROW, A.M.
MANILA, CEBU and ILOILO	"KAIFONG"	2nd March.
MANILA	"SUNGKIANG"	8th March.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 1st March, 1901.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	TO SAIL
LONDON	"IXION"	5th March.
"	"DEUCALION"	19th March.
"	"STENTOR"	3rd April.
LIVERPOOL (Taking Cargo at LONDON RATES)	"PATROCLUS"	16th March.

S.S. "IDOMENEUS" arrived from GLASGOW and LIVERPOOL on the 27th February, and will leave for the NORTH, TO-MORROW MORNING, the 2nd instant.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 1st March, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship.

"DIAMANTE," Captain A. Ramsay, will be despatched as above, on MONDAY, the 4th March, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 28th February, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 5th March, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 26th February, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"AKASHI-MARU," Captain K. Sudzuki, will be despatched as above on WEDNESDAY, the 6th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th February, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"MAIZURU MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 10th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th February, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 13th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th February, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle 5,023 | Saturday, | Mar. 30

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

NOT AND A

CALENDAR

MARCH.
Meteorological meant based on ten years' observations to 1895.
 Barometer..... 30.141
 Thermometer..... 57.3
 Humidity..... 79.0
 Rainfall..... 1.76

TO-DAY.

WEATHER REPORT.
 On date at 4 p.m.
 Barometer..... 30.32
 Thermometer..... 57
 Humidity..... 71
 Rainfall..... 0.02

TO-MORROW.

Friday, 1st March, 1901.

Chinese—12th of 1st moon of 27th year of Kwang-shu.

Sun—Rises..... 6hr. 23mins.

Sets..... 6hr. 0min.

High water—Morning..... 6hr. 0min.

Afternoon..... 7hr. 29min.

Low water—Morning..... 2hr. 29min.

Afternoon..... 6hr. 23min.

ANNIVERSARIES.

1842—Surrender of Guernsey by Lieut.-Col. Palmer.

1862—Public Meeting decided to establish a Volunteer Corps.

1871—The German Army entered Paris.

1885—Bombardment of Chinese forts by French men-of-war.

1885—Chinese gunboat *Sui-tsin* lost off Nam-chow.

1897—Gold Standard adopted by Japan.

1898—Chinese contract loan for £16,000,000 completed.

1900—Relief of Ladysmith announced at Shanghai.

TO-MORROW.

Saturday, 2nd March, 1901.

Chinese—12th of 1st moon of 28th year of Kwang-shu.

Sun—Rises..... 6hr. 22mins.

Sets..... 6hr. 2min.

High water—Morning..... 6hr. 37min.

Afternoon..... 8hr. 15min.

Low water—Morning..... 2hr. 47min.

Afternoon..... 6hr. 23min.

ANNIVERSARIES.

1791—John Wesley died.

1841—Whampoa Island Battery carried.

1854—Death of the Czar Nicholas.

1880—P. & O. steamer *Thames* ashore in Lyce-moon Pass.

1882—Attempted assassination of the Queen.

1886—British s.s. *Hammer* lost on the Peas-cadore.

1897—Loss of the Dutch liner *Utrecht* off Ushant.

1899—Italian Minister demands lease of Sam-or Bay from Chinese Government.

1899—American commission left Hongkong for Manila on U.S. *Baltimore*.

AGENDA.

TO-DAY.

Boxing Tournament at the Theatre Royal City Hall.

8.30 for 9 p.m.—Precisely. Regular Meeting of the Zettland Lodge at the Freemason's Hall.

9 p.m.—Sharp. Harimston's Circus at the Recreation Ground (near the Race Course).

Cargo ex *Indravelli* subject to rent.

TO-MORROW.

Noon—D. & Co.'s steamer *Thales* leaves for Swatow.

Noon—P. & O. steamer *Paramatta* leaves for London.

Noon—T. K. K. steamer *Hongkong Maru* leaves for Yokohama, and Honolulu, via Shanghai etc.

MONDAY, 4th.

5 p.m.—C. M. Co.'s steamer *Diamante* leaves for Manila.

5.15 p.m.—General Meeting of the Hongkong Rifle Association at the Volunteer and Head Quarters.

5.30 p.m.—Organ Recital at the Union-Church.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (*Plasy*) to-morrow.

American (*Kumang*) to-morrow.

American (*China*) 3rd inst.

German (*Kautschu*) 5th inst.

German (*Stuttgart*) 7th inst.

American (*Doris*) 10th inst.

Canadian (*Empress of China*) 18th inst.

American (*Nippon Maru*) 19th inst.

The P. M. S. S. Co.'s steamer *China*, with Mails, &c., left Shanghai for this port yesterday, the 28th Feb., at 6 p.m.

The C. Co.'s steamer *Freiburg* left Kobe via Moji for this port yesterday, the 28th Feb., and may be expected here on or about Thursday, the 7th inst.

The H. A. L. steamer *Adria*, from Hamburg left Singapore for this port to-day, the 1st inst., and may be expected here on or about Thursday, the 7th inst.

The N. G. L. steamer *Bamberg*, from Hamburg left Singapore for this port to-day, the 1st inst., and may be expected here on or about Thursday, the 7th inst.

The T. K. K. steamer *Hongkong Maru*, with Mails, &c., will be despatched hence for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, on Monday, the 4th inst., at daylight.

The O. & S. S. Co.'s steamer *Doris*, with Mails, &c., from San Francisco to the 9th ultimo, via Honolulu, has arrived at Yokohama and left for this port this morning via Inland Sea, Kobe, Nagasaki, and Shanghai.

HONGKONG AND WHAMPOA DOCK RETURNS.

G.M.S. *Hansa*..... at Kowloon Dock.

G.M.S. *Via de Luzon*..... " "

G.M.S. *Bombay*..... " "

G.M.S. *Yorkton*..... " "

G.M.S. *Hanka*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

G.M.S. *Ching*..... " "

PASSED THE CANAL.

Outward—8th February—*Agamemnon*, Ben-ducich. 12th Feb.—*Gisela*, Japan, Stuttgart.

Hudson. 15th Feb.—*Ernest Simon*, Makata Maru, Tuntalus, Trust, Ascania, Neptunia.

22nd Feb.—*Ajax*, Konigsberg, Kier, Oceanian.

26th Feb.—*Canton*, Sobron, Konig Albert.

Homeward—8th Feb.—*Dardanus*, 12th Feb.—*Hilachi Maru*, 22nd February—*Achilles*, Norderney. 26th February—*Indus*, Sambia, Wakasa Maru.

Arrivals at Home—16th February—*Irene*, Calchas, Wittenberg. 23rd Feb.—*Preussen*, Salasia. 27th February—*Gisela*, Japan.

STEAMERS EXPECTED.

Names. From. Due.

Plassy..... Singapore..... To-morrow

Kunshang..... Singapore..... To-morrow

China..... Shanghai..... Mar. 3rd

Niroshima Maru..... Japan..... Mar. 4th

Nankin..... Japan..... Mar. 4th

Kiautschow..... Japan..... Mar. 4th

Kawachi Maru..... Kobe..... Mar. 6th

Doric..... Japan..... Mar. 7th

Stuttgart..... Singapore..... Mar. 7th

Empress of China..... Vancouver..... Mar. 18th

Nippon Maru..... San Francisco..... Mar. 19th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projector Sailings" are now published in these columns, and to so doing respect-fully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie un-claimed at the Post Office:

Anderson, Mrs. A. Leslie, H.

Dryer, W. R. Levis

Albert, Miss Lightwood, E.

Ath & Co. Lynch, J. A.

Ahern, J. Lawlor, F. B. S.

Bailes Lanza, L.

Barclay, Mrs. T. Lescher, T. E.

Brander, W. Lambton, Mrs. R. S.

Brockman Menzell, Capt. W.

Bosenberg, W. McCallough

Bradbury, G. W. Moutonix

Brown, H. Muller, P.

Bicarhonat, W. Marquis, N.

Barney, N. Meissner, T.

Branson, O. C. Mackenzie, W. E.

Bena, A. Mackenzie, A. C.

Bashan, E. H. Bales, H. H.

Burck Bingham, J. E.

Burns, J. B. D. V.

Beves, R. M. Mills, Mrs. I.

Bailes, J. Marshall

Beaumont, Mrs. C. MacLaren, J. W. B.

Braga, Mrs. C. Maxwell, C. M.

Cox, Mrs. Morrison, G. G.

Chisholm, G. P. McCabe, P. M.

Cambell, W. G. Murray, W. C.

Colton, Dr. A. McNab, J.

Cambell, Mrs. J. Mengine, Mrs.

Cooper, F. C. McDonough, T.

Cops, Mrs. J. H. Conah, A. M.

Chevers, W. F. R. Chevers, W. F. R.

Clark, Mrs. G. H. Mills, Mrs. I.

Cooper, E. McKelvey, H. J.

Colegrove, R. J. Nicholas, H. J.

Curren, T. B. Norrish, A.

Calver, Miss Overbeck, G.

Cotton, A. S. Chapman, Mrs. M.

Cawte, E. H. Crake, W. A.

Cok, L. F. Cok, L. F.

Cross, Miss Pomeroy, Miss

Carole, H. Paulding, G.

Cummins, J. Pasquali, F.

Colliha, A. E. Pomeroy, Miss

Dunot Datema, Capt. E.

Dallas, H. Duckmanton

Donnelly, P. Donnelly, P.

Drake, Mrs. F. J. Devenport, Dr.

Dixon, A. W. Drake, Brookman

Davis, J. L. Davis, J. L.

Daly, M. Degan, A. B. H.

Ellis, Mrs. F. Ellis, Mrs. F.

Espino, L. Espino, L.

Elvins Elvins

Evans, E. J. Evans, E. J.

Epson, T. Ekulschiff, H.

Fernandez, D. Robinson, Miss

Floyd, H. M. Roper, R.

Fluer, D. F. Reiner, Reiner

Fraser, A. R. Fraser, A. R.

Fonseca, A. H. Fonseca, A. H.

Forrest, Miss A. Forrest, Miss A.

Golz, F. Golz, F.

Girling, G. R. Girling, G. R.

Gillespie, J. Gillespie, J.

Girling, A. Gulicom, Mrs. S. C.

Gultrude Gultrude

Geansy, B. Geansy, B.

Greig, Miss Greig, Miss

Graham, Dr. M. Graham, Dr. M.

Garnett, W. B. Garnett, W. B.

Gregg, H. H. Harding, C. L.

Harney, W. Harney, W.

Hindrichs, W. Hindrichs, W.

Hindjokoper, J. Hodder, G.

Hodder, G. Hodder, G.

Hop Long Ho Wah

Harvey, Wm. Harvey, Wm.

Huang, Mrs. A. Huang, Mrs. A.

Hamilton, G. Hamilton, G.

Hitchcock, E. A. Hunter, C. G. W.

Hill, L. Hill, L.

Herman, H. V. Herman, H. V.

List of Registered Covers in Posts Restants.

Afzul Khan..... Ajax, J.

Atter Singh..... Allam Thun Co. & Co.

Abner, P. A. Ackermann & Co., R.

Adam, Miss Adam, Miss

Abdul Khan..... Abdul Khan

Anthony..... Anthony

Butchen Singh..... Butchen Singh

Bhagwan Singh..... Bhagwan Singh

Buddha Khan..... Buddha Khan

Bull, P. Gulvao..... Bull, P. Gulvao

Barker Khan..... Barker Khan

Brotham, Ed. Brotham, Ed.

Cotewall, H. R. Cotewall, H. R.

Crews, J. Crews, J.

Chandi Singh..... Chandi Singh

Carum Bakhsh, (Um- balla)..... Carum Bakhsh, (Um- balla)

Caine Road No. 29..... Caine Road No. 29

Chandari, J. Chandari, J.

Chandari, J. Chandari, J.

Davis, L. T. Davis, L. T.

Fur Sankar Sang..... Fur Sankar Sang

Fazal Ahmed (1)..... Fazal Ahmed (1)

Falek, W. Falek, W.

Flores, J. S. Flores, J. S.

Fox, F. (2)..... Fox, F. (2)

Fatmalee (Bombay)..... Fatmalee (Bombay)

Goh Rikisaburo..... Goh Rikisaburo

Geoghegan, N. M. Geoghegan, N. M.

Ghulam Rasool..... Ghulam Rasool

Galtiche, Fr. Galtiche, Fr.

Hans, Mrs. A. J. C. Hans, Mrs. A. J. C.

Hooker, Mrs. O. Hooker, Mrs. O.

Hinton, R. S. Hinton, R. S.

Hollister, G. K. Hollister, G. K.

Hinda Singh..... Hinda Singh

Harazuchi, B. Harazuchi, B.

Hearn, Edwin R. (3)..... Hearn, Edwin R. (3)

Hapar, A. Hapar, A.

Joseph, S. S. Abdul Joseph, S. S. Abdul

Jummal Shah..... Jummal Shah

Jamal Singh..... Jamal Singh

The Share Market.

LATEST QUOTATIONS.
(March 1st)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	350 % premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China (Ordinary), Limited	£ 4	1
The Bank of China (Deferred), Limited	£ 1	55 % buyers
National Bank of China, Ltd.	£ 8	27 buyers
Do. Founders	£ 1	55 sellers
Union Ins. Society of Canton, Ltd.	\$ 50	\$250 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$55
North China Ins. Co., Ltd.	£ 25	Tls. 180 sellers
Yangtze Ins. Assn. Ltd.	£ 60	\$114
Canton Ins. Office, Ltd.	\$ 50	\$150
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$315
China Fire Ins. Co., Ltd.	\$ 20	\$84 sellers
Shipping.		
Hongkong, Canton, & Shanghai Steamboat Co., Ltd.	\$ 15	\$344 sellers
Indo-Chinese Steam Navigation Co., Ltd.	£ 10	\$117 buyers
China & Manilla S.S. Co., Ltd.	\$ 50	\$70 buyers
Do. Ltd. (Ordinary)	\$ 30	\$40 buyers
Douglas Steamship Co., Ltd.	\$ 50	\$48 buyers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 10	\$203 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£3.50
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$136
Luzon Sugar Refining Co., Ltd.	\$100	\$40 sellers
Mining.		
Panmin Mining Co., Ltd.	\$ 8	\$4 cum call
Panmin Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	\$315 sellers
Queen Mines, Ltd.	25 cts.	7 cents buyers
Jelabu Mining and Trading Co., Ltd.	\$ 5	\$574 sellers
Raub Alvin Gold Mining Co., Ltd.	175. 100.	\$384 sales
Oliver Freehold Mines, Ltd. A.	\$ 5	\$2.30 sellers
Oliver Freehold Mines, Ltd. B.	\$ 5	\$14 sellers
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	5 cents
Do. (Preference)	\$ 5	40 cents
Hongkong & Whampoa Dock Co., Ltd.	\$125	650 % premium
Hongkong & Whampoa Dock Co., Ltd. (Ex div.)	\$ 50	\$94 buyers
Wanchai Warehouse & Storage Co., Ltd.	\$ 371	\$63 buyers
New Amoy Dock Co., Ltd.	\$ 61	\$24 sales
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	to	\$94 sellers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$197 buyers
Kowloon & Whampoa Building Co., Ltd.	\$ 30	\$27 buyers
H'kong Hotel Co., Ltd.	\$ 50	\$50 sellers
Oriental Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$124 sales
Cotton Mills.		
Hongkong Cotton Spinning & Weaving Co., Ltd.	\$100	\$14
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 45
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Lau-kung-mung Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 65
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 335
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 30
Cigar Companies.		
Alhambra, Limited	\$500	100 % premium
La Comar, Ltd.	\$500	100 % premium
Hensland Limited	\$500	100 % premium
La Favorita	\$500	40 % premium
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 30	\$20
China-Borneo Co., Ltd.	\$ 15	\$33
A.S. Watson & Co., Ltd.	\$ 10	\$16
Watkins, Limited	\$ 10	\$12
Hongkong Electric Co., Limited	\$ 10	\$124 sales
Hongkong Electric Co., Limited	\$ 5	\$64 sales
Hongkong & China Gas Co., Ltd.	£ 10	£118 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$167 sales
Geo. Fenwick & Co., Ltd.	\$ 25	\$55
H'kong Ice Co., Ltd.	\$ 25	\$155 sellers
H'kong High-Level Tramways Co., Ltd.	\$100	\$200 sales and
Dairy Farm Co., Ltd.	\$ 5	\$74 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$57
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos & Cement Agency, Ltd.	£ 1	£18 buyers
United Asbestos & Cement Agency, Ltd.	£ 4	£24 sales
Germichael & Co., Ltd.	\$ 20	\$8
Tobacco Planting Co., Ltd.	\$ 5	\$3
Universal Trading Co., Ltd.	\$ 5	\$54 sellers
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$5
China Light & Power Co., Ltd.	\$ 20	\$20

VISITORS AT THE HONGKONG HOTEL.

Andressen, Capt. J. J.	Kennedy, Mr. R. J.
Andrews, Mr. D. A.	Kiene, Mr. and Mrs. F.
Angus, Mrs.	King, Maj. H. S. R.E.
Apar, Mrs. A. A.	Lambton, Mrs. R. S.
Apar, Miss	Leverett, Mr. Wm. J.
Baird, Mr. W. S.	Lewis, Mr. A. R.
Baldwin, Mr. W. P.	Lester, Mr. Chas. C. Jr.
Bell, Mr. and Mrs. O.	Little, Major W. R.
Bell, Mr. D.	Littledale, R.E., Major
Bell, Mr. T. H.	R. P.
Bening, Mr. F. J. G.	Lohery, Mr. R.
Bishop, Mr. and Mrs.	Long, Mr. & Mrs. D. M.
Black, Mrs.	Lutz, Mr. Emile
Black, Mr. H. M.	Macfadyen, Dr. J.
Borthwick, Mrs. R. W.	Marshall, Mr. Fred.
Bowack, Mr. George	McDonald, Mr. Col.
Branch, Capt. B.	McDonald, Dr. H.
Brandreth, R.N., Lt.	Michel, Mr. F.
Bruce, Capt. and Mrs.	Miller, Mr. and Mrs.
Buck, Mr. Hart	R. G.
Burnie, Mr. C. M. G.	Moses, Mr. and Mrs.
Clark, Dr. & Mrs. F.	S. E.
Clark, Mr. P. M.	Mould, R.E., Maj. C. F.
Clark-Thornhill, Mr.	Newson, Mr. and Mrs.
T. B. and wife	F. W.
Colson, Mr. T. S.	O'Neill, Mr. and Mrs.
Crawford, Mr. D. W.	Ormsby, Hon. R. D.
Cruickshank, Mr. Wm.	Or, Mr. R.
D.	Or, Capt. S. G.
Davis, Capt. and Mrs.	Parfitt, Mr. G.
Dean, Dr. and Mrs. B.	Passy, Lt. Col.
Denroche, Mr. P. C.	Paul, Mrs. and Miss
Discombe, Mr. G. M.	Monson
Dorehill, R.A., Major	Potts, Mr. Douglas
Drew, Mr. and Mrs. C.	Reel, Dr. L. R.
Duff, Mr. W. S.	Rosamund, Misses (5)
Dyson, Capt. P. S.	Rundall, Lt. Col.
Eddy, Mr. F. W.	Sampson, Mr. H. W.
Edwards, Mr. and Mrs.	Saunders, Mr. J. C.
Sheldon	Smith, Mr. D. A.
Farbridge, Mr.	Soka, Mr. T.
Frankie, Mr. C.	Stevens, Mr. G. R.
Gibson, Mr. and Mrs.	Stewart, Mr. E. Coyne
Kennedy	Strawbridge, Mr. W. J.
Glover, Mr. C.	Sweeting, Mr. H. S.
Goddard, Capt.	Taylor, Mr. D. G.
Godchaux, Mrs.	Todd, Mr. and Mrs.
Godchaux, Miss	Tokey, Mr. T.
Grant, Mr. John	Treux, Mr. J.
Hampers, Mr. B. F.	Unsworth, Capt.
Headham, R.I.M., Lt.	Wakeman, Mr. G. H.
E. T.	Warren, Miss
Higgins, Mr. and Mrs.	Watts, Mr. and Mrs.
Horsey, Mr. H. H.	Frank W.
Howard, Mr. & Mrs.	Whitley, Mr. W. J. G.
Higgins, Mr. & Mrs.	Whitley, Mr. W.
J. D.	Whitley, Mr. and Mrs.
Hug, Mr. R.	L. H. and 3 children
Jackson, Mrs. J. B. and	Wild, Lieut. and Mrs.
child	Bagnall
Johns, Mr.	Williamson, Mrs. J.
Johns, Mr. P.	Wilson, Misses M. W.
Joseph, Mr. & Mrs. E. S.	Yotsumoto, Mr. M.
Katsch, Mr. E. A.	Zarga, Mrs.
Kawasaki, Mr. Y.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Benjamin, Mr. S. S.	Jeffries, Mr. H. U.
Bewley, Capt.	Jeffries, Mr. H. U.
Bonnar, Mr. J. W. C.	Jeffries, Mr. H. U.
Brown, Colonel F.	Jeffries, Mr. H. U.
Buttanshaw, Major and	Jeffries, Mr. H. U.
Mrs. and maid	Jeffries, Mr. H. U.
Buttanshaw, Miss May	Jeffries, Mr. H. U.
Buttanshaw, Master H.	Jeffries, Mr. H. U.
Cameron, Mr. Allan	Jeffries, Mr. H. U.
Collard, Col.	Jeffries, Mr. H. U.
Comrie, Mr. A. F.	Jeffries, Mr. H. U.
Crookenden, Col.	Jeffries, Mr. H. U.
Dann, Mr. G. H.	Jeffries, Mr. H. U.
Dyes, Capt. and Mrs.	Jeffries, Mr. H. U.
R. A.	Jeffries, Mr. H. U.
Ezekiel, Mr. J. S.	Jeffries, Mr. H. U.
Forbes, Mr. Andrew	Jeffries, Mr. H. U.
Fraser, Colonel A. R.	Jeffries, Mr. H. U.
Graham, Mr. D. M.	Jeffries, Mr. H. U.
Graham, Mr. and Mrs.	Jeffries, Mr. H. U.
W. D.	Jeffries, Mr. H. U.
Griffin, Major W. W.	Jeffries, Mr. H. U.
R. A.	Jeffries, Mr. H. U.
Gumpert, Mr. and Mrs.	Jeffries, Mr. H. U.
Harston, Dr. and Mrs.	Jeffries, Mr. H. U.
G. M.	Jeffries, Mr. H. U.
Hays, Mr. J.	Jeffries, Mr. H. U.
Hughes, Col. G. A.	Jeffries, Mr. H. U.

CRAIGIEBURN.

Anderson, Mr. Jas.	Crouch, Mr. J. W.
Andrews, R.N., Staff.	Hamilton, Lt. Col. H.
Surg. and Mrs. G. Hamilton	
Binder, Mr. Gustav	Hopkins, Mrs. George
Callaghan, Capt. B.	
Canton, Staff-Surg. H.	Ross, Mr. John A.
Canton, Mrs.	Sharp, Mr. and Mrs.
Clarke, Capt. A. C.	E. H.
R.N.	Volpicelli, Consul
Clark, Mrs.	

KOWLOON HOTEL.

Baer, Dr. Med.	Rust, Mr. H.
Burton, Mrs.	Sewall, Capt. and Mrs.
Foster, Mr. and Mrs.	Sheppard, Mr. Percy A.
R. R. and child	Sopet, Mr. H. W.
Leary, Lieut. C.	Thomson, Mr. & Mrs.
Lundholm, Capt.	Wittmuss, Capt.
Power, Mr. J. D.	

EXCHANGE.

Hongkong, 1st March.	
ON LONDON, Telegraphic Transfer	1114
Bank Bills, on demand 1/11 15/16	
Credits, 4 months' sight 2/0 7/16	
D'ments, 4 months' sight 2/0 9/16	
ON BERLIN, (demand)	2.042
ON PARIS, Bank Bills, on demand 2.042	
Credits, 4 months' sight 2.042	
ON NEW YORK, Bank Bills, on demand 488	
Credits, 30 days' sight 488	
ON BOMBAY, Telegraphic Transfer	1492
On demand 1492	
ON SHANGHAI, Telegraphic Transfer	1492
Private 30 days' sight 1492	
ON YOKOHAMA, T.T.	1492
Sovereign Bank's Buying Rate	16.02
Gold Leaf 100 touch, per tael	15.65
Bar Silver	15.315
Dollars	31.6

OPIUM QUOTATIONS.

Hongkong, 1st March.	
New Patna	520 per chest.
New Bonares	520
New Malwa	520 per picul.
Old Malwa	830/840
Persian good quality	825

VESSELS IN PORT.

Steamers.	
AIRLIE, British steamer, 2,500, St. John George, 2nd Feb., Sydney 29th Jan., Brisbane 31st, Townsville 3rd Feb., Cairns 4th, Thursday Island 12th, Port Darwin 14th, and Manilla 19th, General—Gibb, Livingston & Co.	
AMICO, German steamer, 772, J. Bendixen, 14th Feb., Saigon 9th Feb., Rangoon 14th Feb.	
BENLOMOND, British steamer, 1,712, Wm. Hutton, 28th Feb., Moji 21st Feb., Com. Gibb, Livingston & Co.	

BRAMAR , British steamer, 2,375, Wm. Watt, 23rd Feb., Moji 18th Feb., General—Dodwell & Co., Ltd.	
CHEONG CHEW , British steamer, 2,113, H. C. D. Frampton, 22nd Feb., Penang via Singapore 14th Feb., General—Chinese.	
CHINA , German steamer, 1,113, P. Voss, 23rd Jan., Saigon 18th Feb., Rice—Siemssen & Co.	
CHING PING , German steamer, 1,049, S. Newman, 27th Feb., Canton 26th Feb., General—C. E. & M. Co.	
CHINGTU , British steamer, 2,250, J. E. Williams, 19th Feb., Sydney via Ports 25th Jan., General—Butterfield & Swire.	
DAIJIU MARU , Japanese steamer, 890, T. Ogata, 27th Feb., Tamsui 21st Feb., Amoy 25th, and Swatow 26th, General—Mitsui Bussan Kaisha.	
DIAMANTE , British steamer, 1,254, A. Ramsay, 26th Feb., Manilla 23rd Feb., Hemp—Shewan, Tomes & Co.	
EMERALD , British steamer, 1,254, A. Ramsay, 26th Feb., Manilla 23rd Feb., Hemp—Shewan, Tomes & Co.	
FLINTSHIRE , British steamer, 2,109, J. Dwyer, 4th Jan., Moji 30th Dec., Coal—Mitsui Bussan Kaisha.	
FOLMIRA , Dutch steamer, 3,369, W. van Eyken, 26th Feb., Fochow 24th Feb., General—Dodwell & Co., Ltd.	
FOONG SANG , British steamer, 1,092, G. S. Weigall, 18th Feb., Manilla 15th Feb., Balat, Jardine, Matheson & Co.	
GLENOGRIFF , British steamer, 2,399, W. Frakes, 25th Feb., Shanghai 22nd Feb., General—Dodwell & Co., Ltd.	
GWALIOR , British steamer, 2,492, J. Wilson, 20th Feb., Calcutta 6th Feb., Balat, Admiralty.	
HINSANG , British steamer, 1,336, P. H. F. Lake, 27th Feb., Java 17th Feb., Sugar—Jardine, Matheson & Co.	
HONGKONG MARU , Japanese steamer, 3,437, W. E. Filmer, 21st Feb., San Francisco 24th Jan., via Honolulu 31st, Yokohama 12th Feb., Kobe 14th, Nagasaki 16th, and Shanghai 19th, Mails and General—J. S. Van Buren.	
HUE , French steamer, 705, G. Godinan, 3rd Feb., Haiphong and Hoihow and Feb., General—A. R. Marty.	
IDOMENEUS , British steamer, 4,798, Riley, 27th Feb., Singapore 22nd Feb., General—Butterfield & Swire.	
KAIFONG , British steamer, 1,624, G. H. Pennefather, 24th Feb., Hilo 20th Feb., Sugar and Hemp—Butterfield & Swire.	
KELVENDALE , British steamer, 1,052, Bradley, 26th Feb., New York 28th Dec., and Singapore 18th Feb., Kerosine—Standard Oil Co.	
KRONPRINZ , German steamer, 1,115, T. Groves, 24th Feb., Bangkok 15th Feb., Rice—Butterfield & Swire.	
KONG BEG , German steamer, 682, C. Fuchs, 23rd Feb., Singapore via Bangkok 15th Feb., Rice—Melchers & Co.	
LIGHTNING , British steamer, 2,122, J. G. Spence, 25th Feb., Calcutta 2nd Feb., Penang 12th, and Singapore 18th, General—David, Sassoon Sons & Co.	
MICHAEL JENSEN , German steamer, 682, J. Jensen, 27th Feb., Haiphong 23rd Feb., and Hoihow 26th, General—Jensen & Co.	
MORRA KOLL , German steamer, 1,719, G. Knaef, 17th Feb., Moji 9th Feb., Coal—Meyer & Co.	
NANYANG , German steamer, 983, Th. Lehmann, 23rd Jan., Mauritius 29th Dec., and Singapore 14th Jan., Sugar—Siemssen & Co.	
PAKHAN , British steamer, 1,235, J. Jenkins, 26th Feb., Saigon 23rd Feb., Rice—Bradley & Co.	
PRIVANG , German steamer, 952, R. Kohler, 27th Feb., Canton 26th Feb., General—Siemssen & Co.	
PETRIANA , British steamer, 1,140, Snope, 19th Feb., Belk (Japan) 7th Feb., Kerosine—Arnhold, Karberg & Co.	
PHRA CHULA CHOM KLAO , British steamer, 1,024, E. E. McLellan, 14th Feb., Bangkok 12th Feb., Rice—Butterfield & Swire.	
QUEEN ELIZABETH , British steamer, 2,270, E. Ritson, 21st Feb., New York 17th Dec., Oil—Standard Oil Co.	
TIGER , Norwegian steamer, 2,116, H. Wold, 12th Jan., Moji 6th Jan., Coal—Mitsui Bussan Kaisha.	
TSINTAU , German steamer, 1,002, J. Sander, 24th Feb., Bangkok 17th Feb., Rice—Arnhold, Karberg & Co.	
VIENNA , British steamer, 2,653, A. McDougall, 31st Dec., Otaru (Japan) 21st Dec., Coal—Standard Oil Co.	
WONTO , German steamer, 1,115, Muller, 18th Feb., Bangkok 13th Feb., Rice—Carlowitz & Co.	

Sailing Vessels.

ADOLPH OBRIG , American ship, 1,262, Ambury, 19th Dec., New York and June, and Chefoo 12th Dec. Oil—Standard Oil Co.	
DUNDEE , British ship, 1,998, Herning, 14th Oct., New York 29th June, Kerosine Oil—Standard Oil Co.	
FULWOOD , British ship, 1,986, Thomas, 1st Dec., Cardiff via Cape Town 26th Sept., Coal—Government.	
HOTTIE C. SMITH , American ship, 45, Riley, 14th Feb., Yap 14th Feb., Ballast—Master.	
LOTHAR , Italian bark, 972, Borzo, 19th Jan., from Calao, Ballast—Order.	
MERCURY , American schooner, 52, Warnes, 23rd Feb., Yap 9th Feb., Ballast—Siemssen & Co.	
MOZAMBEQUE , British ship, 2,305, Robert Cleare, 14th Feb., New York 20th Sept., Kerosine—Standard Oil Co.	
NUELLE , British 4-masted bark, 3,262, D. Steven, 6th Feb., New York 31st Sept., Kerosine Oil—Standard Oil Co.	
PAUL RIVER , American ship, 1,641, A. Wilson, 20th Feb., New York 26th June, Oil—Standard Oil Co.	
ST. PAUL , American ship, 1,824, Treat, 29th Jan., New York 9th Sept., Kerosine—Standard Oil Co.	
SEA WITCH , American ship, 1,172, Howes, 21st Feb., Manilla 18th Feb., Ballast—Master.	
VALE OF DOON , British bark, 669, J. Petersen, 19th Feb., Relang 8th Jan., Timber—Jensen & Co.	
VIMPERIA , British 4-masted bark, 2,433, D. S. Millan, 23rd Jan., New York 3rd Sept., Coal—Order.	
WEST YORK , British bark, 706, Forster, 13th Jan., Raining via Hornoe and Sarawak 1st Jan., Timber—Sam See Ching.	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Alacrity , despatch vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander G. G. F. M. Cradock, Hongkong.	
Algerine , sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Singapore.	
Arcturion , British cruiser, 3,400 tons, Capt. J. Sturt, Hongkong.	
Argonaut , British cruiser, 11,000 tons, 16,500 i.h.p., 16 6-pd. q.f. guns, Capt. G. H. Cherry, R.N., Hongkong.	

Astron , British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	A
Aurora , British cruiser, 5,500 tons, 12 guns, Capt. E. H. Barry, C.B., Hongkong.	C
Barfleur , 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Shanghai.	S
Blenheim , 1st class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Captain Henderson, left England, 17th January.	S
Bonaventura , 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.	S
Brick , British gunboat, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bart., Hongkong.	S
Bristolmar , British gunboat, 710 tons, Comdr. P. Walter, Fochow.	S
Centurion , 1st class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., Hongkong.	S
Daphne , sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Widdington-Ingram, Shanghai.	S
Dido , British 2nd-class cruiser, 550 tons, 11 guns, 9,600 i.h.p., Capt. Tiliard, Shanghai.	S
Endymion , British cruiser, 7,300 tons, 12 guns, Capt. G. A. Callaghan, C.B., Hongkong.	S
Essex , coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. F. Blunt, Chinkiang.	V
Fame , twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.	V
Firebrand , 3rd class gunboat, 455 tons, 4 guns, 1,350 i.h.p., Captain F. S. Ingfield, Woosung.	Z
Goliath , 1st class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. L. Wint, Hongkong.	F
Handy , twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.	J
Hart , twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. J. U. Farie, Shanghai.	N
Hermione , British cruiser, 4,350 tons, 10 guns, Capt. R. S. D. Cumming, Shanghai.	N
Humber , storeship, 1,040 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.	P
Isti , British cruiser, 5,500 tons, Capt. G. M. Henderson, Wei-hai-wei.	S
J , torpedo-boat destroyer, in reserve.	S
K , gun-vessel, 756 tons, 2 heavy guns, 4 5-pounders, 870 i.h.p., Commander W. W. Smith, Hankow.	S
L , British gunboat, 715 tons, Capt. J. C. Watson, Canton.	S
M , British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, C.B., Shanghai.	S
N , torpedo-boat destroyer, Lieut. and Com. J. P. Mansel, Hongkong.	S
O , 1st class gunboat, 775 tons, 6 guns, 200 i.h.p., Lieut. Comdr. C. P. R. Coode, Singapore.	B
P , British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Tientsin.	R
Q , 1st class gunboat, 755 tons, 6 guns, 2,200 i.h.p., Lieut. Comdr. J. F. E. Green, Hongkong.	R
R , twin screw, class cruiser, 3,600 tons, 12 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.	U
S , 1st class gunboat, 453 tons, 6 guns, 2,200 i.h.p., Lieut. Comdr. O. V. de M. Wouwer, Shanghai.	+
T , British gunboat, 855 tons, 6 guns; Lieut. Com. C. F. Corbett, Shanghai.	+
U , British river-gunboat, 2 guns, Lieut. Com. G. G. Webster, West River.	B
V , British sloop, 980 tons, 6 guns, Com. Hamilton, Shanghai.	B
W , British river-gunboat, 2 guns, Lt. Comdr. Carr, Hongkong.	* F
X , British gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtze.	G
Y , gun-vessel, 756 tons, 2 heavy guns, 4 5-pounders, 870 i.h.p., Hongkong.	G
Z , torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beatty-Pownall, Hongkong.	H
1 , receiving ship, 4,600 tons, Commodore Howell, C.B., Hongkong.	H
2 , British cruiser, 14,200 tons, 30 guns, 20,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.	J
3 , coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.	I
4 , 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong.	I
5 , British cruiser, 2,460 tons, 8 guns, 4,000 h.p., Capt. A. F. C. Noel, Nagasaki.	I
6 , British surveying-ship, 620 tons, Lieut. Comdr. Lyne, Hongkong.	** K
7 , twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 6,000 i.h.p., Lt. Comdr. Mackenzie, D.S.O., Hongkong.	L
8 , coast defence ship, 2,750 tons, 4 guns, 10,000 i.h.p., Hongkong.	S
9 , British gunboat, 2 guns, 560 h.p., Lt. Comdr. Watton, Kiukiang.	C
10 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	S
11 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
12 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
13 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
14 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
15 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
16 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
17 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
18 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
19 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
20 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
21 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
22 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
23 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
24 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
25 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
26 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
27 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
28 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
29 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
30 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
31 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
32 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
33 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
34 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
35 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
36 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
37 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
38 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
39 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
40 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
41 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
42 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
43 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
44 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
45 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
46 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
47 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
48 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
49 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
50 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
51 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
52 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
53 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
54 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
55 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
56 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
57 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
58 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
59 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
60 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
61 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
62 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
63 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
64 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
65 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
66 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
67 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
68 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
69 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
70 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
71 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
72 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
73 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
74 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
75 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
76 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
77 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
78 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
79 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
80 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
81 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
82 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
83 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
84 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
85 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
86 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
87 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
88 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
89 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
90 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
91 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
92 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
93 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
94 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
95 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
96 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
97 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
98 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
99 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T
100 , British gunboat, 2 guns, 550 h.p., Lt. Comdr. H. E. Millman, Yangtze.	T